

were shown at all, nor were any foundations shown for the new internal cross wall. The removal of the staircase would probably tend to weaken the party wall. No detailed drawings of the verandah of No. 34 were submitted to the P.W.D. With regard to No. 32, the plan was submitted to and approved by the Government, but the owner did not sign the necessary agreement regarding the prospective verandah. That was the reason Mr. Crisp was sent in May to find out whether or not the verandah had been constructed. Witness remembered reading an article in the *China Mail* in August, 1899, regarding Jerry-building in Hongkong, which gave rise to considerable discussion. Before that time there were several collapses, and since then there had been more. Most of these latter, however, were due to the typhoon in last November, witness thought.

Mr. Bowley—And knowing that fact, why did you approve these plans?—The causes of the collapses should be enquired into first before I answer that question.

Were they not owing to defective building?—No, I don't think so.

You admit you had discretion in the matter. Why did you approve these plans?—We could have told the architects we would not approve them until they had opened up the foundations. Why didn't you do it?—We had no orders to do it.

You might have refused to sign these permits?—We could not tell the architect we had no time to inspect this building.

Was there anything to compel you to sign these permits?—If the plans are in accordance with the Building Ordinance we must sign them.

You have seen the houses, Mr. Tooker. Now, is there anything to indicate that there were deviations from the plans for the alterations and additions?—Yes.

What are they?—On the ground floor of No. 34 there is an arch instead of a cross wall, and opening into the kitchen, there is an archway instead of a door. There is no internal cross wall as shown in the plan, nor are there any chimneys in accordance with the plan. There is a pipe due to serve the ground floor only, and that is not in accordance with the plan.

Did you notice any cutting in the party wall of the cockhouse?—I did. There is a recess in the party wall between Nos. 34 and 36, in the cockhouse on the first floor. It is about 2 ft. 6 in. square and about 2 ft. deep. It appeared to be new work.

Did you see anything on the roof?—On the roof there was a superstructure of brickwork about 7 ft. high and about 5 ft. square. It appeared to be used as a cockhouse. Alongside this cockhouse was another superstructure which had partly broken away.

What had it been used for?—I cannot say.

And now as regards No. 34. What deviations from the plan did you notice there?—On the ground floor was an arch instead of a cross wall. The internal crosswall was not there at all. There were no chimneys as shown in the plan, and there was a similar superstructure to that at No. 34 on the roof, but not so high, though nearly as high. The sides of this superstructure appeared to be built on the party wall between 32 and 34.

We have it that the height of the party wall was 5 ft. 4 in. With that superstructure on the top, that would make the wall somewhere about 6 ft. 6 in. high. Superstructures of that nature are not considered as part of the main wall.

As far as you can judge, did any of these deviations you have mentioned contribute towards the accident?—I don't think they would contribute in a slight degree, but I don't think the chimneys or the superstructures on the roof contributed to the collapse.

His Worship—They were bound to have added to the weight. They did not add to the weight of that portion of the wall which gave way. I think the absence of the internal cross wall would tend to weaken the building.

Mr. Bowley—I think you have already given us your opinion as to the cause of the collapse?—Yes, and I am still of the same opinion.

Do you consider the work in the blacksmith's shop would tend to weaken the wall?—I think it would have a little effect that way, but not very much.

Was the collapse caused by the additional weight placed on the party wall through the alterations and additions?—I don't think so. The wall would have come down sooner or later. It might have stood for years?—I don't think so.

Can you tell me the number of inmates allowed by law to occupy these houses?—Practically 35 people to each house?—After the alterations?—After the alterations.

Can you give us any idea as to how many Chinese houses had another story added to them during the year 1900?—Plans were deposited during the year for raising 189 houses an extra story.

His Worship—I suppose these extra stories have been added?—The plans were approved and permitted.

This concluded the examination of Mr. Tooker, who asked for and was granted permission to make the following statement:—

"I arrived in the Colony in April, 1890, and was appointed in charge of Building Ordinance work and also of work carried out under the heading 'Annual Recurrent Expenditure.' That included maintenance of Government buildings, maintenance of the public cemetery, maintenance of the Praya wall and piers, maintenance of lighthouses, maintenance of all roads in the Colony, lighting the city with gas, maintenance of public recreation ground, and maintenance of other works of a miscellaneous nature. Mr. Brown, the principal surveyor, and my staff consisted of that time of one assistant engineer, two overseers of roads, three overseers of buildings, one overseer in charge of the cemetery, and one overseer of Building Ordinance work. Besides two or three native foremen, Mr. Cooper succeeded Mr. Brown in 1901, and he gave me then another assistant engineer, and added maintenance of telegraphs to my work. This staff was maintained up till the time I went on leave in March, 1897. I returned to the Colony in March, 1898, and Mr. Omsley, who was then Director of Public Works, told me I would have to do with one assistant engineer, Mr. Haselard, who was nearly all his time on Building Ordinance work. Mr. Omsley added to my work maintenance of buildings in the New Territory and maintenance of telegraphs in the New Territory. I was retained again to the Colony in December, 1899. My staff consisted of one assistant engineer, two overseers of roads, four overseers of buildings, one overseer of the cemetery, one overseer of the recreation ground, and a few native foremen. The principal overseer of Government buildings resigned in June, 1900, and his place was not filled up at the time. It was not till 1st November, 1900, that an assistant overseer was appointed locally to look after the principal overseer of roads. In the meantime, the principal overseer of roads, who died on the passage, his place was not filled up until the other day, and I was left with one overseer of roads and telegraphs all over the Colony and of telegraphs in the New Territory until the beginning of 1901, when I was given the services of an assistant overseer. He was a sick man and could do very little, and

was taken away again in February, 1901, thus leaving me with one overseer for roads and telegraphs until about the middle of the year, when I got the assistance of Mr. Carroll, who was formerly overseer of sewers. He worked with me for about a month and then had to go home on sick leave. I was again left with one overseer of roads and telegraphs until just recently, when another overseer was appointed for roads and two more Portuguese foremen. That is all I have to say."

Mr. Bowley—I should like to ask Mr. Tooker one question. When Mr. Crisp arrived, Mr. Xavier gave over all his duties to him?—Yes. I want to know why this was done.—Mr. Omsley told him to do it.

Hon. W. Chubb, Acting Director of Public Works, said he was absent from the Colony from May, 1900, to March, 1901. Before becoming Acting Director of Public Works he had had nothing to do with the Building Ordinance, and therefore had had nothing to do with the two houses in Cockhouse Street until after the collapse. He had inspected the remains of the houses since the collapse and in his opinion the only cause of the accident was the faulty work of the blacksmith's trade would tend to weaken the walls?—Light smithy work would not weaken them, so long as there was no machinery attached to the walls in carrying on the work.

Would the operation of taking down a cross-wall and moving staircases have a weakening effect?—Well, it would have a disturbing effect, but it would have been a prudent thing to do.

Do you think the carrying on of a blacksmith's trade would tend to weaken the walls?—Light smithy work would not weaken them, so long as there was no machinery attached to the walls in carrying on the work.

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refuse to sign these permits until he had satisfied himself on all points. It was no excuse, because a man had no time to do a certain duty, that that duty should remain undone. If he had no time to inspect the building it was in his power to refuse to sign the permit, or he might have referred the matter to the Government and thrown the responsibility on it. Mr. Bowley submitted that the persons to blame in the matter of the collapse were: In the first place, the architect, who made no examination at all of the houses concerned; secondly, the official responsible in the Public Works Department, who, without making any examination whatever, passed the plans; and thirdly, the head of the Department, who had allowed the staff in charge of the duties of the Building Ordinance to dwindle down gradually, although the work was increasing, until it consisted of—Mr. Crisp. He had actually taken away the assistant engineer in charge of building work and appointed nobody save one overseer who had just come out to the Colony and hardly knew his way about the street. In this way the Building Ordinance had been allowed to dwindle down to a mere farce. Mr. Bowley, in conclusion, asked his Worship to bring in a verdict, in addition to his previous finding, that the deaths of these people were due to the adding of a new story to the houses, and that the blacksmith's trade which recommended the addition and the parties who sanctioned it were guilty of gross negligence.

His Worship—I shall have to take a little time to consider the evidence, and will give my verdict on Wednesday morning at ten o'clock.

QUEEN VICTORIA MEMORIAL FUND.

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Hing ... 100
Kwan Yui Tai ... 100
Man Sang ... 100
Chan Tin Shan ... 100
Li Lai Wo ... 100
Fong Shan Shan ... 100
Yuan Wan Chiu ... 100
Chin Hang On ... 100
Yung Hin Pong ... 100
Lau Chin Ting ... 100
Kwong Wing Shun ... 100
Kang ... 100
Kwong Man Cheung ... 100
Joe Tak Sing ... 100
Hang Kee ... 100
Kwong Tak Fat ... 100
Hin Fat ... 100
Tak Cheung ... 100
Ming Yu Tai ... 100
Kwong Cheung Wo ... 100
Kwong Cheung Loong ... 100
Kwong Yick Wo ... 100
See Sing Wo ... 100
Kwong Lun Tai ... 100
Tung Kuo & Co. ... 100
Tung Cheung Loong ... 100
Sing Tai ... 100
Yu Wo Loong ... 100
Yan Cheung ... 100
Po Loong ... 100
Him Yuen ... 100
Kwong Yui Yung ... 100
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Kwong Wo Loong ... 100
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Tong Wan Chiu ... 100
Wan Ho ... 100
Wong Yu Chuen ... 100
Kwong Chik Yau ... 100
Kwong Hing Kee ... 100
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Kwok Shui Lian ... 100
Chau Woon Ming ... 100
Chan Oi Ting ... 100
Chow Hing Tong ... 100
Chow Tat Tong ... 100
Chen Shuk Shan ... 100
Cheung Kuen Tin ... 100

Total \$19,450

A WORD TO CRICKETERS.

The Cricket Ground is open! To the practical, downright cricketer (for with the casual, dilettante pseudo-cricketer we have no commerce) this announcement marks the return to a winter diet of robust exercise and the annual waning from a summer diet of croquet, golf, or lawn tennis. Whilst it is hopeless to convince a man who has played cricket since he was ten years old that there is any other outdoor game in the world and that other forms of open-air recreation are aught but flippant pastimes, that same man will frankly admit that business worries may find safe vent in the explosives of golf, that household cares may be forgotten in the gleam of wiring your opponent at croquet and that lawn tennis (even without the mathematical screen) steers many a person clear of the summer doldrums. He institutes no comparisons, for the simple reason that he cannot bring cricket and other outdoor pursuits on to the same plane. He knows the names of Vardon, Doherty, and Roper; but what are they or their fathers' house by the side of a Grace or a Ranjitsinhji? By assiduous practice he might attain to mediocrity in all pastimes, but he defies the devotees of such pastimes to attain even to mediocrity at cricket. His view is that if these champions in other games had been able to attain to average skill at cricket, they could not have wasted their lives in other diversions. This may not be sound reasoning, but it is the attitude of the man who appreciates the genius of cricket and has the cricket virus in his system. It is not an attitude of contempt or of disdain, but of wonderment. How many men having these vital radical and conservative views of cricket are to be found in the Colony to-day? Are there a score of men who don't mind whether they go in first or last, whether they are put on to bowl or not, or where they are placed in the field? Are there twenty men who will assiduously and carefully practice batting, bowling, fielding, and catching, determined to do all that they can to accustom themselves to the pace and size of the ground and the peculiar and varying light which obtains on it? It cannot be that there is not this number of disciplined, self-denying cricketers in Hongkong, men ready to strive their best to get into the eleven which will represent the Colony in November next, who will not cavil if the selection committee's choice does not fall on them, and will not say in advance "It's no use my practising, as I have no chance of being picked." Play up, gentlemen, and show yourselves at your best: tune yourselves up to concert pitch! If some one who batted or bowled well last year has lost his form, the selection committee will not do its duty if, influenced by sentiment or commiseration, it includes in the eleven any extinct valencian; not but that, in a crucial game, some regard must be paid to the steadiness of experience. Let no one then be discouraged because he thinks he has no chance of being included: he who is possessed of that spirit preaches himself to be no cricketer of grit. Even if you don't realize your hopes this time, the practice will have given you more confidence and cannot but improve your game if your practice is not frivolous. Of course, certain names are already mentioned as those of persons not unlikely to gain the coveted honour of a place in the local eleven. But it is obviously premature to canvas the merits or claims of any one at present. Very much, if not everything, will depend on the individual form displayed in the next month or so. This much may be depended upon, that no one will be chosen simply because he has borne a local or English reputation: present form in batting, bowling, and fielding will be the sole ground of selection. "Friend pigdin," personal feelings, hesitation to weed out, cannot be allowed to influence the selection, of which the sole purpose must be to place in the field the most earnest, skilful and hard-working eleven that can be got together in the Colony. News reaches us of the calibre of the visiting eleven. The Straits XI is reported to be stronger than the 1897 XI; and Shanghai is stated to have an eleven good enough to play the Surrey Colts and to be one of the best amateur elevens ever seen! Assume this to be so. The very rumours should stimulate us to put forth every effort to be as fit as we can to meet such doughty opponents and to contemplate the extra glory of victory. They should have a bracing effect, and make our hearts stouter and our training more strict. Admit that at present bowling is our weakest point—it is a libel on our bowling if it is meant that our fielding is better than our bowling—but admit it for the sake of argument: the inference is that we must strengthen bowling by rendering our fielding efficient. To that end special attention must be paid to this most important and finest department in cricket. Practice away from the nets must be arranged for: each man should get accustomed to his appointed place in the field. Apart from organised practice, every man should spend a portion of his practice in short and long catching and in ground-fielding. Bad fielding makes the best bowling innocuous, because hitting the stumps is not the sole object of a bowler: chances accepted, runs saved, and men run out will make moderate bowling difficult to cope with. Newcomers should be told that forward play is essential to batting success on the normal wickets of the Club: few occasions for back play offer. It remains only to say that if we mean to win, we must, one and all, give up our loins and put our whole soul into the business. Local pride and honour, not to mention the generous support of the community at large, make this reasonable demand upon us. Enthusiasm and determination! These are the requisite qualities.

A surprised child (in the States of course) recently asked her teacher "What did you say holds the earth in its orbit?" "The attraction of gravity," replied the teacher. "Then," says the pupil, "somebody has been stringing my nose, for he says it's John Pierpont Morgan."

THE LATE PLAGUE EPIDEMIC.

The following is the body of the report by Dr. F. W. Clark, Medical Officer of Health, on the epidemic of plague in the Colony during the half-year ended 30th June, as published in the *Gazette*:

Cases.—The total number of cases reported during the half-year has been 1,488, of which 56 were Europeans and 1,432 were Chinese, the remaining 47 being other Asiatics. A large number of Chinese, however, left the Colony as soon as they felt at all ill, some of whom showed unmistakable signs of the disease on arrival at Canton and its neighbourhood.

Deaths.—The total number of deaths recorded during the half-year was 1,417, of which 9 were Europeans, 1,376 Chinese, and the remaining 23 other Asiatics. The latter comprised 14 Indians, 2 Parsees, 10 Asiatic Portuguese, 3 Malays, 2 Japanese, and 1 Burman.

The death-rate among the Europeans was therefore 34.6 per cent., while among the Chinese it was 97.2 per cent., and among the other Asiatics 68.1 per cent., the total mortality being 95.2 per cent. This high rate is largely accounted for by the fact that 21.7 per cent. of the Chinese cases were dead bodies found in the Streets or in the Harbour.

The percentage of Chinese admitted to Hospital—including the Tung Wah Branch Hospital—was 35.1 per cent., while the percentage of other Asiatics that went to hospital was 50.8 per cent. The death-rate among the Chinese admitted to Hospital was 88.5 per cent., as against the general Chinese mortality of 97.2 per cent. This ought to convince the Chinese—if they give will—that admission to Hospital is to their advantage.

The death-rate during each epidemic has, been as follows:—

Percentage } 1894 1896 1898 1899 1900 1901
Mortality } 92.7 89.5 89.0 95.1 95.5 95.2

European Cases.—Most of the European cases during the present epidemic have been more or less directly associated with the finding of dead rats upon the premises, although it must be admitted that many dead rats have at the same time been found in European offices and dwellings in which the disease has not broken out. Canille states, moreover, "that in certain limited outbreaks, such as that recently (1900) experienced at Glasgow, the rat has not been proved to be infected at all"; on the other hand Ashburn Thompson states, in reference to the outbreak in Sydney in 1900, "that the infection was disseminated by rats appears tolerably certain." The following is a very brief summary of the European cases:—

The first European to be attacked was three assistants in a drug store—two of whom were reported on the same date, and the third a few days later; two of these patients succumbed to the disease. A considerable number of Chinese women are employed by this firm in packing drugs for the Chinese market, and it is more than possible that they may have introduced the infection into the building.

The next European case to occur was an employee at the Naval Yard, who had been more or less ill about a year previously, and who died of the disease. A large number of Chinese are employed in the Naval Yard, some of whom had died of the disease, and it is believed that the infection was contracted from one of them.

This man would appear to have infected the building in which he lived, as subsequently three other European cases occurred there, all of whom recovered. On the day following the report of the above cases another European employee at the Naval Yard was reported to be suffering from plague, and in the block of buildings in which he resided, four other European cases subsequently occurred, one being the wife of the first patient, and two of the other being husband and wife, while in addition, one European who had resided there, and one Asiatic Portuguese who had been employed there, also contracted the disease. There were also three Chinese cases in this block of buildings, one of which occurred two days previous to the first European case. Of the above six European cases, only one died.

An European in charge of a bicycle-shop next contracted the disease probably from a Parsee case in the same building; the Parsee died, but the European recovered.

One case occurred in the European quarters attached to one of the private docks, where also a large number of Chinese are employed. This patient also recovered.

A mill case occurred in an employee of the Telegraph Company who resided in a Chinese tenement house in which a number of rats were found.

A publican residing in Wanchai also succumbed to the disease.

Two cases occurred in an hotel (husband and wife), one of whom died; on the day previous to that on which these two cases developed, a Chinaman in the same building had died of the disease, after having been sick for at least two days.

The wife of another publican next contracted the disease and recovered, and on the same day two cases (mother and daughter) were reported from a dwelling in the Queen's Road, situated over a wine-store in which a number of rats had been found. It also reported that two Chinese servants employed in this dwelling had left about seven days previous, without notice and probably in consequence of sickness.

A gentleman employed in a German firm was ill in his own quarters over a ship-chandler's shop for about nine days with fever, which proved, after death, to have been plague. A Parsee, who had arrived in the Colony only about a fortnight previously, died of the disease after two days' illness. He had visited a Chinese house seven days before he was taken ill.

Another gentleman employed by a German mercantile firm developed a very mild attack of the disease from which he recovered, and was proved, after death, to have been plague. The last European case to occur during the half-year was a lady residing at a boarding-house. A dead rat was found in this lady's sitting-room nine days previous to her being taken ill, and a number of rats had also been caught in the building during the few previous weeks. This patient made a good recovery.

Sex.—The Chinese cases comprised 900 males and 515 females; this is equal to a percentage of 36.4 female cases. The proportion of females in the Chinese population at the Census taken this year was only 27.1 per cent., so that it is evident that the Chinese females have suffered, in proportion, very much more severely than Chinese males; this is probably because they remain in their houses much more than the men, almost all of whom are employed in the open air during the greater part of each day. Among the European cases there were fourteen men, one boy, and eleven women; this gives a proportion of 42.9 per cent. of female cases, which, if we take the whole of the non-Chinese cases, there were fifty males and twenty-three females, giving a proportion of 31.5 per cent. of female cases. The proportion of females among the non-Chinese community at the Census taken this year was 29.2 per cent., but this low rate was due in part to the large number of troops stationed here at the time, many of whom had left before the epidemic commenced, and

(Continued on page 5.)

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Hongkong, 18th September, 1901. [516]

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9, VICTORIA STREET, HONGKONG (Next to Central Market). GEO. MOIR, Manager. Hongkong, 1st August, 1901.

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NEW ADVERTISEMENTS

LOST.

ON Sunday Afternoon in the vicinity of Leighton Hill Road one Small White MANILA POODLE. Anyone returning same to No. 22, Leighton Hill Road, or to the Office of the undersigned, will be thanked and if necessary rewarded.

LEOPOLD SPATZ.
Hongkong, 24th September, 1901. [2419]

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has this Day sold by Public Auction a Quantity of DAMAGED BUTTER in 1 lb. and 2 lb. tins.

The tins have been marked with a cross, scratched on the cow's head.

GEO. P. LAMBERT,
Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.
Hongkong, 24th September, 1901. [2420]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 24th inst., 1901, at Noon, at their Sales Rooms, 20, DES VŒUX ROAD, SUNDRY HOUSEHOLD FURNITURE, Also

30 Cases SCARLET and BROWN BLANKETS, 49 Boxes INDIAN CIGARS, 11 Cases GLASS JARS, 20 Dozen UMBRELLAS, JAPANESE VASES, 10 Cases BEER, &c., &c., &c.

Terms: As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th September, 1901. [2423]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 27th September, 1901, at 2.30 P.M., at No. 111, PRATA AVENUE, WANCHAI, A QUANTITY OF FURNITURE (Full Particulars from Catalogue).

On view from Thursday, the 26th September. Terms: Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 24th September, 1901. [2422]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "CALCHAS".

are hereby notified that the Cargo is being discharged into Craft, and is to be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd September, 1901. [15]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN,"
Captain Passmore, will be despatched for the above ports TO-DAY, the 24th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPIRAIK & CO., General Managers.
Hongkong, 24th September, 1901. [2421]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POCHOW.
THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above ports TO-DAY, the 24th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPIRAIK & CO., General Managers.
Hongkong, 23rd September, 1901. [2417]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
THE Steamship

"LOONGMOON,"
Captain Schuldt, will be despatched for the above port on THURSDAY, the 26th inst., at 3 P.M., and is now ready to take cargo. This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 23rd September, 1901. [2418]

TSANG FOO & CO.

SAM WING HING
興榮三
COAL MERCHANTS.
No. 48, DES VŒUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [2411]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:
Loaded with Powder only, and 1 oz. of Shot, Primrose Cases, \$5.65
Pegamint Cases, 6.25
Blector Brass Cases, 6.30
5 per cent. discount on orders of 1,000 and over.
Apply to Wm. SCHMIDT & CO.,
Gummakkers,
Hongkong, 27th July, 1897. [1689]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chai J. Gaup & Co.
Hongkong, 20th March, 1901. [79]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th September, both days inclusive.

DOUGLAS LAPIRAIK & CO.,
General Managers.
Hongkong, 19th September, 1901. [2382]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD.
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Dividend of 24 Cents per Preference Share will be Paid. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE,
Liquidator.
Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED,
IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 14, DES VŒUX ROAD, on MONDAY, the 30th of September, 1901, at 12.15 o'clock, P.M., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

M. BENNECKE,
Liquidator.
Hongkong, 20th August, 1901. [2221]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that INTERIM DIVIDENDS of 3 per cent. for the Six Months ended 30th June, being at the rate of 5 per cent. per annum, have been declared on the Preference, Ordinary and Ordinary "B" Shares of this Company. The Dividend Warrants will be issued on 1st October.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 19th September, 1901. [2383]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, HONGKONG, on THURSDAY, the 16th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 20th September, 1901. [2387]

ROYAL NAVAL YARD.

WANTED a CHINESE DRAUGHTSMAN who is a good Tracer and accustomed to making Ship Drawings. Applications to be made in writing to the CHIEF CONSTRUCTOR.

J. BLACK,
Chief Constructor.
Hongkong, 21st September, 1901. [2399]

DRAUGHTSMAN (EUROPEAN) to look after Building in course of erection on West River. Salary \$200 a month and Unfurnished Rooms. Passage paid.

Apply—
F. T.,
Care of Office of this Paper.
Hongkong, 23rd September, 1901. [2408]

WANTED a COMPETENT EUROPEAN BOOKKEEPER.

Apply by letter—
LEDGER, G. P. O.
Hongkong, 21st September, 1901. [2394]

IMPERIAL BANK OF CHINA.

WANTED.
An experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.
By Order of the Board of Directors.
E. W. BUTTER,
Manager.
Hongkong, 31st July, 1901. [1922]

GOOD JOBBING COMPOSITORS.

Permanency for competent men.
Apply at—
Daily Press Office.
Hongkong, 30th July, 1901. [1919]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE
Also FOOCHOW LACQUERED WARE.
FURNITURE on HIRE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1145]

AMERICAN SYSTEM OF DENTISTRY.

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [2245]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 28th September, 1901, at 2.45 P.M., at his Sales Rooms, DUNDRELL STREET, A QUANTITY OF DINING ROOM, DRAWING ROOM and BEDROOM FURNITURE.

(Full Particulars from Catalogue).
On View from Friday, the 27th September. Catalogues will be issued.

TERMS: Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 23rd September, 1901. [2406]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1799]

TO LET.
A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHESON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 16th September, 1901. [2302]

TO LET.
GODOWN, No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th July, 1901. [1692]

TO LET.
FROM 1st OCTOBER.
FIRST FLOOR, for OFFICES, No. 1, DUNDRELL STREET.
Apply—
E. PARANEY.
Hongkong, 20th September, 1901. [2389]

TO LET.
"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1837]

TO LET.
A HOUSE in RUPON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 13th July, 1901. [66]

TO LET.
OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.
Apply to—
L. M.,
Care of Daily Press Office.
Hongkong, 2nd September, 1901. [2228]

TO LET.
OFFICES and ROOMS in Beaconfield Arcade.
For Particulars, apply to—
TURNER & CO.
Hongkong, 19th September, 1901. [2360]

TO LET.
THE GODOWN in West Point (Kowloon Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.
1ST, 2ND, and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 31st August, 1901. [2218]

TO LET.
NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
298, DES VŒUX ROAD CENTRAL.
Hongkong, 16th August, 1901. [2084]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2403]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

FOREIGN AND COLONIAL STAMP DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1396]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
Wm. PARLANE,
Manager.
Hongkong, 17th February, 1899. [12]

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [2348]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 20th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.
CAPITAL.....\$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [15]

NORTH BRITISH AND AMERICAN TITLE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1900, £14,732,651.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FINE FUNDS.....2,393,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [14]

NORTHERN ASSURANCE COMPANY.
The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First-Class FOREIGN and CHINESE RISKS against FIRE at Current Rates.

TURNER & CO.,
Agents.
Hongkong, 9th August, 1901. [2021]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPIRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

"L'URBAIN"
FIRE INSURANCE COMPANY, LD.
(Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

OREGON LUMBER.
THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.,
Agents.
Hongkong, 14th February, 1901. [30]

怡生號
YEE SANG & CO.,
COAL MERCHANTS,
have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VŒUX ROAD. [83]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
with CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.,
Agents.
Hongkong, 3rd October, 1900. [75]

KWONG FUNG YUEN,
TIMBER MERCHANTS,
No. 252, DES VŒUX ROAD WEST, Hongkong.
Have always on hand a Large Stock of the following Timber:—
AMERICAN PINE and FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c.
(In Logs and Planks).
An Inspector is respectfully solicited.
Hongkong, 5th September, 1901. [2232]

DAVID CORRAR & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBBERG & CO.,
Sole Agents.
[3190]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£2800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£2800,000
RESERVE FUND.....£275,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. " " " 6 " " 3 1/2 " " " 3 " " 2 1/2 " " " T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 9th July, 1901. [29]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$12,750,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, Esq.—Chairman.
Hon. J. J. BELL IRVING, Esq.—Deputy Chairman.
A. Haupt, Esq., H. Schuldt, Esq., D. Meyer Moes, Esq., N. A. Siebs, Esq., A. J. Raymond, Esq., H. W. Slade, Esq., R. L. Richardson, Esq., H. E. Tomkins, Esq., Paul Witkowski, Esq.

CHIEF MANAGER: HONGKONG—SIR THOMAS JACKSON.
MANAGER: SHANGHAI—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 1/2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5 1/2 per annum " " " 6 " " 4 1/2 " " " 3 " " 3 1/2 " " " T. JACKSON,
Chief Manager.
Hongkong, 17th August, 1901. [24]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.
CAPITAL FULLY PAID-UP.....\$1,000,000
RESERVE FUNDS.....125,000

Directors: J. S. VAN BUREN, Esq., C. EWENS, Esq., C. S. SHARP, Esq., H. W. SLADE, Esq., HO TUNG, Esq.

General Managers: Messrs. JOHN D. HUMPHREYS & SON.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [337]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID-UP.....£682,500
RESERVE FUND.....£40,000

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits:—
For 12 months.....4 1/2 %
" 6 ".....3 1/2 %
" 3 ".....2 1/2 %
J. TURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS.
At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " 6 " " " 6 " "

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON	AXAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 5th October.
LONDON	PERSEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON	VENUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	ULYSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	2 m.	E. Frelm	MELCHERS & CO.	On 3rd Oct. at Noon.
REMEN, via PORTS OF CALL	NATAL	Port. str.	2 m.	Bouis	MESSAGERIES MARITIMES	On 7th Oct. at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 4th Oct. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 18th Oct. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	ARABIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGROVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 30th November.
NEW YORK	STATE OF MAINE	Amer. ship	5 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	MOGUL	Brit. str.	2 m.		DODWELL & CO. LIMITED	To-morrow.
NEW YORK via SUEZ CANAL	GLENGYLE	Brit. str.	2 m.	T. Darke	MCGREGOR BROS. & GOW	On 28th inst.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK	MANUEL LLAGUNO	Amer. ship	1 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	CLAYDALE	Brit. str.	2 m.		CARLOWITZ & CO.	On 5th November.
NEW YORK	ADANA	Brit. str.	2 m.	Smith	SHEWAN, TOMES & CO.	On 10th November.
NEW YORK via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 h.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Boetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VANCOUVER via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 h.	J. Truebridge	DODWELL & CO. LIMITED	On 1st October.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 19th Oct. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd Nov. at 4 P.M.
VICTORIA (B.C.) & SEATTLE	TEENKAI	Jap. str.	2 m.	H. C. Harris	NIPPON YUSEN KAISHA	Quick despatch.
VICTORIA & SAN FRANCISCO via AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		JARDINE, MATHESON & CO.	On 12th Oct. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amer. str.	2 m.		TOTO KISEN KAISHA	To-day.
SAN DIEGO, &c., via MOJI, &c.	STRATHGYLE	Brit. str.	2 m.	N. Tate	U. & O. S. S. Co.	On 10th October.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	2 m.	St. John George	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 3rd Oct. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 25th Oct. at 4 P.M.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th October.
AUSTRALIAN PORTS	SOCOTRA	Brit. str.	2 m.	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 4th October.
YOKOHAMA via SHANGHAI & KOBE	INABA MARU	Jap. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	2 m.	G. E. T. Cook	NIPPON YUSEN KAISHA	On 11th Oct. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 18th Oct. at Noon.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 28th Oct. at Noon.
TIENTSIN via SWATOW	LOKANG	Brit. str.	2 m.	Leask	NIPPON YUSEN KAISHA	On 23rd inst. at 3 P.M.
TIENTSIN	KWEIYANG	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To-morrow.
TIENTSIN	KIUKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst.
TIENTSIN	CHANGSHA	Brit. str.	2 m.	Moore	BUTTERFIELD & SWIRE	On 28th inst.
CHENGTAI & NEWCHWANG	LAOS	Brit. str.	2 m.	Riquier	MESSAGERIES MARITIMES	On or about 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 27th inst.
SHANGHAI	LONGKONG	Ger. str.	2 m.	Schultz	SINGAPORE & CO.	On 26th inst. at 3 P.M.
SHANGHAI	THINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd October.
SHANGHAI	MAIZURU MARU	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 2nd October.
ANPING, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
FOOCHOW via SWATOW & AMOY	DALIN MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 29th inst.
TAMSUI via SWATOW & AMOY	HAIMUN	Brit. str.	2 h.	Passmore	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
AMOY & TAMSUI	THALES	Brit. str.	2 h.	Robson	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	DIAMANTE	Brit. str.	1 m.	J. Rattenbury	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Tait	CARLOWITZ & CO.	On 27th inst. at 4 P.M.
MANILA	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th October.
MANILA	SHANSI	Brit. str.	2 m.	Carnaghan	BUTTERFIELD & SWIRE	To-day.
SAMARANG & SOERABAYA	LJANANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	CARINTHIA	Aust. str.	2 m.	Marchione	SANDER, WIEZLER & CO.	On 26th inst. P.M.
SINGAPORE & BOMBAY	TIENTSIN	Brit. str.	2 m.	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 5th October.
SINGAPORE & BOMBAY	KAOSHUJIA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 11th Oct. at Noon.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
FROM	STEAMERS	
GLASGOW and LIVERPOOL.	NESTOR	On 1st October.
GLASGOW and LIVERPOOL.	LABRET	On 8th October.
HOMWARDS.		TO SAIL
FOR	STEAMERS	
LONDON	ALBA	On 1st October.
LONDON	PERHUS	On 15th October.
LONDON	CALCHAS	On 29th October.
LONDON	NESTOR	On 14th November.
LONDON	MACHAON	On 20th November.
LIVERPOOL DIRECT	ULYSSES	On 15th October.
LIVERPOOL DIRECT	DARDANUS	On 15th November.

(Taking Cargo at London Rates)
The S.S. "CALCHAS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 23rd September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SAMARANG & SOURABAYA	SHANSI	On 24th September.
TIENTSIN	KWANG	On 25th September.
TIENTSIN	KWANG	On 27th September.
CHEFOO & NEWCHANG	CHANGSHA	On 28th September.
SHANGHAI	TSINAN	On 3rd October.
MANILA	CHINGTU	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.
The Steamship
"TEENKAT"
4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 11th September, 1901. [2317]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste)
The Company's Steamship
"CARINTHIA,"
Captain Marcolino, will be despatched as above on THURSDAY, the 26th inst., P.M.
For information as to Passage and Freight, apply to
SANDER WIELER & CO.,
Agents.
Hongkong, 23rd September, 1901. [2323]

FOR MANILA.
The Company's Screw Steamship
"ROSETTA MARU,"
3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th instant, at 3 P.M.
This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewards carried.
Return Tickets issued by this Company are available for return by steamer of the other Lines.
A. S. MISHARA,
Manager.
Hongkong, 21st September, 1901. [2397]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITE-RAN, SUEZ, PORTS, PLYMOUTH, LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAK, GULF, CONTINENTAL AND AMERICAN PORTS.
The Steamship
"CHRYSEAS,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.
Suez and Valparaiso, all cargo for France, and Suez for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Passengers will be received at this Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. R. HITCHIE,
Superintendent.
Hongkong, 18th September, 1901. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
"LONGSHIPS,"
Captain Moore, will be despatched as above on or about 15th October.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 11th September, 1901. [2319]

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 12, 1901, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, Nov. 5, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 28, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Europe, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
GEO. ECKLEY,
Acting Agent.
Hongkong, 16th September, 1901. [75]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
CELESTE BURELL, British ship, Jeffrey.
HELEN A. WYMAN, American ship, Vanhook.
I. F. CHAPMAN, American ship, Chapman.
L. SCHEFF, American ship, C. S. Kendall.
Carlowitz & Co.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).
The Company's Steamship
"MAIDZUREU MARU,"
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th September, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "STRATHGYLE" On 10th Oct.
The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE and YOKOHAMA on THURSDAY, the 10th October.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 24th September, 1901. [14]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
Having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.
For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK:
To the Agents of the Company at Japan, China, Philippines and Straits:
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & CO., Agents.
Hongkong, 25th July, 1901. [1624]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR SALE
MAP OF THE SIKIANG OR WEST RIVER
From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at 25 Cents, Cash.
Hongkong, 1st April, 1897. [34]

FOR SALE
FIFTY YEARS OF PROGRESS.
THE JUBILEE OF HONGKONG
BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF 21st to 24th JANUARY, 1891.
AND DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
OF 960, 48 pages.
Price \$1. Cash.
The Bookellers or Daily Press Office.
Hongkong, 27th January 1891.

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VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.
Particulars of the various routes can be had on application.
Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.
RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare San Francisco or Honolulu, to original port of embarkation.
Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.
Hongkong, 11th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (VIA SWATOW AND AMOY).
The Company's Steamship
"MAIDZUREU MARU,"
Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th September, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
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THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "STRATHGYLE" On 10th Oct.
The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE and YOKOHAMA on THURSDAY, the 10th October.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
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Hongkong, China and Japan.
Hongkong, 24th September, 1901. [14]

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THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK:
To the Agents of the Company at Japan, China, Philippines and Straits:
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & CO., Agents.
Hongkong, 25th July, 1901. [1624]

NATAL LINE OF STEAMERS.
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For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

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Hongkong, 1st April, 1897. [34]

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